



APPLICATION FOR FINANCIAL ASSISTANCE  
Revised 7/93

CBI05

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

SUBDIVISION: GREEN TOWNSHIP CODE #061 31752

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 8 / 30 / 96

CONTACT: Fred Schlimm PHONE # (513) 574-8832

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

PROJECT NAME: Krierview Drive Reconstruction

SUBDIVISION TYPE  
(Check Only 1)  
☐ 1. County  
☐ 2. City  
☒ 3. Township  
☐ 4. Village  
☐ 5. Water/Sanitary District  
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED  
(Check All Requested & Enter Amount)  
☒ 1. Grant \$ 347,690  
☐ 2. Loan \$  
☐ 3. Loan Assistance \$  
MBE SET-ASIDE OFFERED  
Construction \$  
Procurement \$

PROJECT TYPE  
(Check Largest Component)  
☒ 1. Road  
☐ 2. Bridge/Culvert  
☐ 3. Water Supply  
☐ 4. Wastewater  
☐ 5. Solid Waste  
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 496,700 FUNDING REQUESTED: \$ 347,690

DISTRICT RECOMMENDATION  
To be completed by the District Committee ONLY

GRANT: \$ 347,690.00  
LOAN: \$

LOAN ASSISTANCE: \$  
% TERM: yrs. (Attach Loan Supplement)

(Check Only 1)  
☐ State Capital Improvement Program  
☒ Local Transportation Improvements Program  
☐ Small Government Program

DISTRICT MBE SET-ASIDE:  
Construction \$  
Procurement \$

FOR OPWC USE ONLY

PROJECT NUMBER: C / C  
Local Participation %  
OPWC Participation %  
Project Release Date:  
OPWC Approval:

APPROVED FUNDING: \$  
Loan Interest Rate: %  
Loan Term: years  
Maturity Date:  
Date Approved:

## 1.0 PROJECT FINANCIAL INFORMATION

### 1.1 PROJECT ESTIMATED COSTS:

(Round to Nearest Dollar)

- a.) Project Engineering Costs:
1. Preliminary Engineering \$           .00
  2. Final Design \$           .00
  3. Other Engineer's Services\* \$           .00
  - Supervision \$           .00
  - Miscellaneous \$           .00
- b.) Acquisition Expenses:
1. Land \$           .00
  2. Right-of-Way \$           .00
- c.) Construction Costs: \$ 496,700.00
- d.) Equipment Purchased Directly: \$           .00
- e.) Other Direct Expenses: \$           .00
- f.) Contingencies: \$           .00
- g.) TOTAL ESTIMATED COSTS: \$ 496,700.00

MBE	Force Account
\$	\$
<u>          </u>	<u>          </u>
<u>          </u>	<u>          </u>
<u>          </u>	<u>          </u>
<u>          </u>	<u>          </u>
<u>          </u>	<u>          </u>
<u>          </u>	<u>          </u>
<u>          </u>	<u>          </u>
<u>          </u>	<u>          </u>

### 1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

- |                                 |                         | %                 |
|---------------------------------|-------------------------|-------------------|
| a.) Local In-Kind Contributions | \$ <u>          .00</u> | <u>          </u> |
| b.) Local Public Revenues       | \$ <u>149,010.00</u>    | <u>30</u>         |
| c.) Local Private Revenues      | \$ <u>          .00</u> | <u>          </u> |
| d.) Other Public Revenues       |                         |                   |
| 1. ODOT PID# <u>          </u>  | \$ <u>          .00</u> | <u>          </u> |
| 2. EPA/OWDA                     | \$ <u>          .00</u> | <u>          </u> |
| 3. OTHER                        | \$ <u>          .00</u> | <u>          </u> |

SUB-TOTAL LOCAL RESOURCES: \$ 149,010.00 30

- |                    |                         |                   |
|--------------------|-------------------------|-------------------|
| e.) OPWC Funds     |                         |                   |
| 1. Grant           | \$ <u>347,690.00</u>    | <u>70</u>         |
| 2. Loan            | \$ <u>          .00</u> | <u>          </u> |
| 3. Loan Assistance | \$ <u>          .00</u> | <u>          </u> |

SUB-TOTAL OPWC RESOURCES: \$ 347,690.00 70

f.) TOTAL FINANCIAL RESOURCES: \$ 496,700.00 100%

\*Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

### 1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a summary from the Chief Financial Officer listed in section 5.2 listing all local share funds budgeted for the project and the date they are anticipated to be available.

## 2.0 PROJECT INFORMATION

**IMPORTANT:** If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Krierview Drive Reconstruction

2.2 BRIEF PROJECT DESCRIPTION - (Sections a through d):

**a.) SPECIFIC LOCATION:**

Krierview Drive  
Entire length of street.      Bridgetown Road south to  
North Glen Road

PROJECT ZIP CODE: 45248

**b.) PROJECT COMPONENTS:**

Remove existing pavement to sub-grade. Undercut and repair sub-grade. Rebuild catch basins, replace storm pipe and add where necessary. Rebuild pavement with 13" crushed stone, geogrid fabric, overlay with 5"-7" asphalt, and install vertical curb.

**c.) PHYSICAL DIMENSIONS/CHARACTERISTICS:**

Two lanes, 25' wide, 1422' in length

**d.) DESIGN SERVICE CAPACITY:**

**IMPORTANT:** Detail shall be included regarding current service capacity vs proposed service level.

If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallons per household.

Attach current rate ordinance.

Residential feeder street. Reconstruction to maintain present service capacity.

ADT 1350

VPD 1620

2.3 USEFUL LIFE/COST ESTIMATE:      Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature certifying the project's useful life indicated above and estimated cost.

### 3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	\$496,700	100%
State Funds Requested for Repair and Replacement	\$347,690	70%

TOTAL PORTION OF PROJECT NEW/EXPANSION	\$	%
State Funds Requested for New and Expansion	\$	%

(SCIP Project Grant Funding for New and Expansion cannot exceed 50% of the total Project Costs.)

### 4.0 PROJECT SCHEDULE:\*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	1 / 10 / 97	6 / 30 / 97
4.2 Bid Advertisement:	7 / 1 / 97	7 / 31 / 97
4.3 Construction:	9 / 1 / 97	6 / 30 / 98

\* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st. of the Program Year applied for.

### 5.0 APPLICANT INFORMATION:

#### 5.1 CHIEF EXECUTIVE

OFFICER	Thomas R. Maley
TITLE	Administrator
STREET	6303 Harrison Avenue
	Cincinnati, Ohio 45247
CITY/ZIP	
PHONE	(513) 574 - 4848
FAX	(513) 574 - 6260

#### 5.2 CHIEF FINANCIAL

OFFICER	Stephen E. Grote
TITLE	Clerk
STREET	6303 Harrison Avenue
	Cincinnati, Ohio 45247
CITY/ZIP	
PHONE	(513) 574 - 4848
FAX	(513) 574 - 6260

#### 5.3 PROJECT MANAGER

TITLE	Adam Goetzman
STREET	Public Works Director
	6303 Harrison Avenue
	Cincinnati, Ohio 45247
CITY/ZIP	
PHONE	(513) 574 - 4848
FAX	(513) 574 - 6260

## 6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

- X   A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and execute contracts. (Attach)
- X   A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. (Attach)
- X   A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. (Attach)
- N/A  A copy of the cooperation agreement(s) if this project involves more than one subdivision or district. (Attach)
- X   Capital Improvements Report: (Required by 164 O.R.C. on standard form)  
  X   A: Attached.  
      B: Report/Update Filed with the Commission within the last twelve months.
- N/A  Floodplain Management Permit: Required if project is in 100 year floodplain. See Instructions.
- X   Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

## 7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

**IMPORTANT:** Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement and a Notice To Proceed for this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Thomas R. Maley, Administrator

Certifying Representative (Type or Print Name and Title)

Thomas R. Maley 9-18-96

Signature/Date Signed

PROJECT: KRIERVIEW  
ENG. EST.: \$496,700

ENGINEER'S  
ESTIMATE

DESCRIPTION	UNIT	QUANT	UNIT	TOTAL
REMOVE EX. PAVEMENT (RIGID INCL. CURB)	SY	5300	10.00	\$ 53,000
UNDERCUT, REMOVE & REPLACE	CY	1800	50.00	\$ 90,000
CURB TYPE 6	LF	3800	10.00	\$ 38,000
REMOVE & REPLACE CONCRETE DRIVE APRONS	SY	1400	25.00	\$ 35,000
REMOVE & REPLACE SIDEWALK	SF	800	6.00	\$ 4,800
HANDICAP RAMPS	EA	10	250.00	\$ 2,500
CATCH BASIN CB-3	EA	10	1200.00	\$ 12,000
STORM MH TYPE 3	EA	5	1500.00	\$ 7,500
12" RCP	LF	800	30.00	\$ 24,000
18" RCP	LF	400	40.00	\$ 16,000
ODOT 304 STONE	CY	1500	35.00	\$ 52,500
ODOT 301 ASPHALT BASE	CY	500	65.00	\$ 32,500
ODOT 404 ASPHALT SURFACE	CY	300	65.00	\$ 19,500
TENSAR GEOGRID	SY	5300	1.00	\$ 5,300
EMBANKMENT	CY	150	2.00	\$ 300
EXCAVATION	CY	150	2.00	\$ 300
TOPSOIL AND SODDING	SY	1500	4.00	\$ 6,000
ADJUST EXISTING UTILITIES	LS	1	20000.00	\$ 20,000
WATERWORKS	LS	1	50000.00	\$ 50,000
MAINTAINING TRAFFIC	LS	1	10000.00	\$ 10,000
NO.2 STONE	CY	500	35.00	\$ 17,500

TOTAL ESTIMATED COST \$496,700

I HEREBY CERTIFY THIS TO BE AN ACCURATE ESTIMATE OF THE PROPOSED PROJECT.  
THE USEFUL LIFE OF THIS PROJECT IS 20 YEARS.

  
Daniel W. Schoster, P.E.



# green township

administration offices

6303 harrison avenue • cincinnati, ohio 45247-6498 • (513) 574-4848/fax 574-6260

## RESOLUTION #96-0826- D

### DIRECTING ROAD SUPERINTENDENT TO APPLY FOR FINANCIAL ASSISTANCE IN 1996 FROM OHIO PUBLIC WORKS COMMISSION

#### BY THE BOARD:

WHEREAS, the Hamilton County Engineer has notified all Hamilton County Jurisdictions that the District #2 (Hamilton County) Integrating Committee will be accepting applications for 1997 Ohio Public Works Commission financial assistance through September 27, 1996; and

WHEREAS, our Public Works Director and Road Superintendent have reviewed our streets that are in need of complete reconstruction or intense rehabilitation and decided that Krierview Drive, Northgate Drive, and North Glen Road (east) have the best chance of being approved for financial assistance; and

WHEREAS, our Public Works Director and Road Superintendent are of the opinion that it would be prudent to offer thirty percent (30%) as matching funds to make the projects acceptable for approval; and

WHEREAS, our Superintendent of Roads prepared the following projects construction cost estimates:

<u>PROJECT NAME &amp; STREETS INCLUDED</u>	<u>EST. TWP. COST \$</u>	<u>EST. GRANT COST \$</u>	<u>EST. TOTAL COST \$</u>
<u>Krierview Drive Reconstruction</u> Entire length	149,010.	347,690.	496,700.
<u>Northgate Drive Reconstruction</u> Entire length	116,273.	271,302.	387,575.
<u>North Glen Road (east) Reconstruction</u> From Aurora Ave. to East Terminus	78,240.	182,560.	260,800.
<b>TOTALS</b>	<b>\$343,523.</b>	<b>\$801,552.</b>	<b>\$1,145,075.</b>

WHEREAS, Ohio Revised Code 5571.01 gives the Township Trustees authority to construct, reconstruct, resurface or improve any public road or part thereof under their jurisdiction; and

WHEREAS, all of the streets mentioned in this resolution are part of the Township Road System under the jurisdiction of this Board of Trustees.

NOW THEREFORE BE IT RESOLVED that this Board does hereby order its Superintendent of Roads to prepare the necessary application for Ohio Public Works Commission financial assistance for the above street projects based on Township matching funds in the amount of thirty percent (30%) of contract cost. Also, direct its Superintendent of Roads, as Chief Executive Officer for the Township, to execute this application and submit it to the proper authorities.

ADOPTED AT THE REGULAR MEETING of the Board of Township Trustees of Green Township, Hamilton County, Ohio the 26th day of August, 1996.

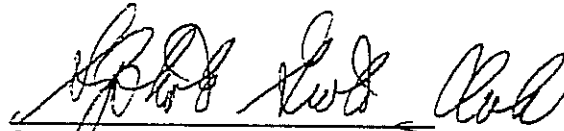
Mr. Upton Yes

Mr. Proffitt Yes

Mr. Seitz Yes

CERTIFICATE OF CLERK

IT IS HEREBY CERTIFIED that the foregoing is a true and correct transcription of a resolution adopted by the Board of Trustees in session this 26th day of August, 1996.

A handwritten signature in dark ink, appearing to read 'Stephen E. Grote', is written over a horizontal line.

Stephen E. Grote  
Green Township Clerk  
Hamilton County, Ohio





ROADS & MAINTENANCE DEPARTMENT  
PARKS

6303 HARRISON AVENUE • CINCINNATI, OHIO 45247-6498 • (513) 574-8832

I Stephen E. Grote, hereby certify as Green Township Clerk, that the funds being used as the local share for the Krierview Drive Reconstruction project will be encumbered in January, 1997 and will be available July 1, 1997. These funds total 30% of the estimated construction cost or \$149,010.00.

SIGNATURE

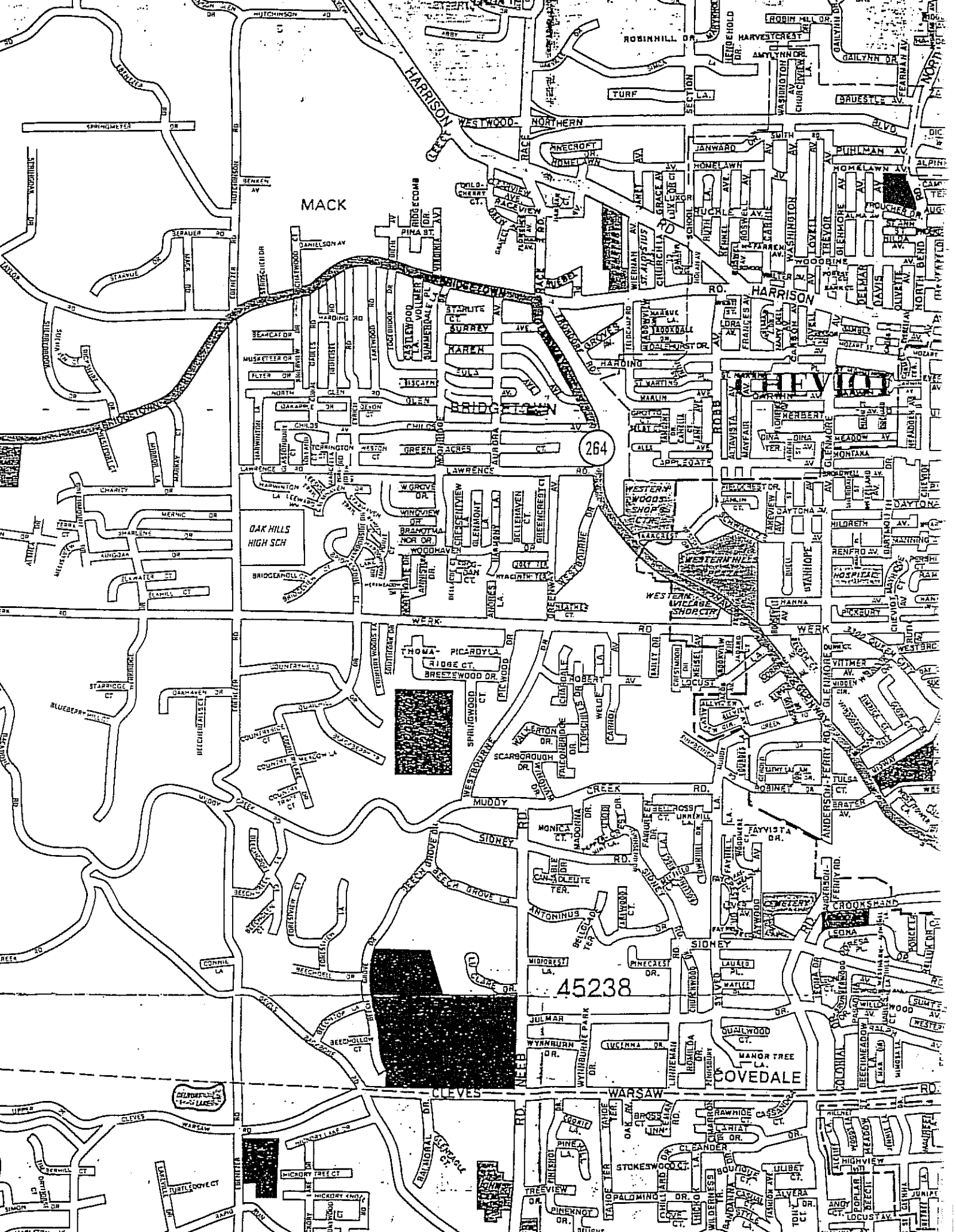
A handwritten signature in cursive script, appearing to read "Stephen E. Grote", written over a horizontal line.

TITLE

A handwritten title in cursive script, appearing to read "Clerk, Green Township", written over a horizontal line.

DATE

A handwritten date in cursive script, appearing to read "August 29, 1996", written over a horizontal line.



## ADDITIONAL SUPPORT INFORMATION

For Program Year 1997 (July 1, 1997 through June 30, 1998), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

- 1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed \_\_\_\_\_

Poor X

Fair \_\_\_\_\_

Good \_\_\_\_\_

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

As documented in the enclosed geotech report, the pavement is in a failed condition. Both undermined and heaved pavement slabs result in rough ride and ice conditions from ponded water. Joint deterioration causing potholes and accumulations of pavement material. 39 year old pavement and storm system. Insufficient storm system. Severely deteriorated curb.

- 2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1997) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

2 weeks months (Circle one)

Are preliminary plans or engineering completed? Yes No

Are detailed construction plans completed? Yes No

Are all right-of-way and easements acquired?\* Yes No N/A

\*Please answer the following if applicable:

No. of parcels needed for project: \_\_\_\_\_ Of these, how many are Takes \_\_\_\_\_, Temporary \_\_\_\_\_, Permanent \_\_\_\_\_

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordinations completed? Yes No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed. 7 weeks months

- 3) How will the proposed project impact the general health, safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

Unsafe driving conditions improved by eliminating uneven pavement surface, ponding water, ice conditions, and pavement debris.  
Additional storm drain to address localized flooding problems.  
Impaired appearance to remove blighting effect from neighborhood thus enhancing property values.

- 4) What type of funds are to be utilized for the local share for this project?

Federal	_____	ODOT	_____	Local	<u>X</u>
MRF	_____	OWDA	_____	CDBG	_____
Other	_____				

Note: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1996 for this project with the Hamilton County Engineer's Office.

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds are being committed to this project?

30 %

- 5) Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the approved legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban \_\_\_\_\_ No Ban X

Will the ban be removed after the project is completed?

Yes \_\_\_\_\_ No \_\_\_\_\_

- 6) What is the total number of existing users that will benefit as a result of the proposed project?

1620 VPD

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. NOTE: DOCUMENTATION MUST BE PROVIDED FOR COUNTS OF 4,000 ADT AND ABOVE, AND HAVE THE DOCUMENTATION CERTIFIED BY EITHER A LICENSED ENGINEER OR THE C.E.O. OF THE SUBDIVISION.

- 7) Has the jurisdiction developed a Five Year Capital Improvement Plan as required in O.R.C., chapter 164?

Yes   X   No       

- 8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Krierview is a feeder street for densely populated Green Acres

sub-division bringing local traffic from State Route 264

(Bridgetown Road) including numerous school busses as Oak Hills

High School, Oakdale Elem., Dulles Elem., and Margaret Rost  
Schools are all less than a mile away.

- 9) For expansion projects, please provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS        Proposed LOS       

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

---

---

---

---

---



STATE OF OHIO  
OFFICE OF THE AUDITOR  
JIM PETRO, AUDITOR OF STATE

## FINANCIAL REPORT OF TOWNSHIP

For Fiscal Year Ending December 31, 1995

GREEN

Township, County of

HAMILTON

### SUMMARY OF CASH BALANCES, RECEIPTS AND EXPENDITURES

Line No.	SOURCE DESCRIPTION	GOVERNMENTAL FUNDS	TOTAL EXPENDABLE TRUST AND AGENCY FUNDS	NON-EXPENDABLE TRUST FUNDS	TOTALS FUND BALANCE
01	RECEIPTS:	REVENUE RECEIPTS	OPERATING RECEIPTS		
02	Taxes	5,537,694.12			5,537,694.12
03	Charges for Services				
04	Licenses, Permits and Fees	8,090.98			8,090.98
05	Fines and Forfeitures	37,128.74			37,128.74
06	Intergovernmental Receipts	3,038,457.14			3,038,457.14
07	Special Assessments				
08	Interest	273,887.98			273,887.98
09	All Other Revenue	325,150.20	22,876.54		348,026.74
10	TOTAL RECEIPTS	9,220,409.16	22,876.54		9,243,285.70
	DISBURSEMENTS	EXPENDITURE DISBURSEMENTS	OPERATING DISBURSEMENTS		
13	General Government	1,145,970.79	9,306.82		1,155,277.61
14	Public Safety	4,216,819.01	2,415.01		4,219,234.02
15	Public Works	2,102,761.11	1,334.00		2,104,095.11
16	Health	54,966.80			54,966.80
17	Human Services				
18	Conservation-Recreation	102,178.26	10,665.00		112,843.26
19	Miscellaneous				
20	Capital Outlay	692,719.23			692,719.23
21	Debt Service				
22	Bond Principal Payment				
23	Note Principal Payment	327,777.78			327,777.78
24	Interest and Fiscal Charges	108,166.70			108,166.70
	Personal Services			10	
	Contract Services			11	
	Supplies and Materials			12	
	TOTAL DISBURSEMENTS	8,751,359.68	23,720.83		8,775,080.51
27	Total Receipts Over(Under) Disb.	469,049.48	(844.29)	17	468,205.19
	OTHER FINANCING SOURCES (USES)			NON-OPERATING	
29	Proceeds of Bonds			RECEIPTS (DISB.)	
30	Proceeds of Notes				
31	Operating Transfers-In	523,031.66		35	523,031.66
32	Operating Transfers-Out	(523,031.66)		36	(523,031.66)
33	Advances-In				
34	Advances-Out				
35	Other Sources/Receipts	34,472.00		29	34,472.00
36	Other Uses/Disbursements			30	
38	TOTAL OTHER FINANCING SOURCES (USES)	34,472.00	0	*	34,472.00
39	Total of Receipts & Other Sources Over (Under)				
40	Disbursements & Other Uses	503,521.48	(844.29)	40	502,677.19
41	Fund Cash Balance, January 1.	3,518,589.52	26,886.28	41	3,545,475.80
42	Fund Cash Balance, December 31.	4,022,111.00	26,041.99	42	4,048,152.99
43	Reserve for Encumbrances, Dec. 31.	271,020.13		43	271,020.13

				Fund Cash Balance	
SUMMARY OF INDEBTEDNESS	OUTSTANDING Jan 1, 1995	NEW ISSUES	RETIRED	OUTSTANDING Dec. 31, 1995	Depository Balance
					Investments
					Cash on Hand
					Total Treasury Balance
					Less Outstanding Checks
TOTAL	1,638,888.68		327,777.78	1,311,110.90	TOTAL BALANCE

I certify the following report to be correct and true, to the best of my knowledge:

CLERK

(Chief Fiscal Officer Title)

*Marilyn Wagner* 3-6-96  
(Chief Fiscal Officer Sign Above) (Date)

6303 HARRISON AVENUE  
(Street Address)

MARILYN WAGNER (513)574-4848  
(Type or Print Name) Telephone

CINCINNATI, Ohio 45247  
(City or Village) (Zip)

The medium stiff subgrade soils found beneath the pavements may be the result of insufficient compactive effort during construction or the result of softening due to the effects of water and weather. Settlement, or more likely erosion, has occurred of some of the subgrade material as evidenced by the void space in Test Boring 3. Additionally, some organic sediment was found in the fill material of Test Borings 1 and 5. Subgrade soils, in general, are susceptible to softening from cyclic freeze/thaw, loading and unloading, decomposition of organic soils and, as previously mentioned, inflow of water. All of these factors contribute to lower densities and contribute to the speed of subgrade and pavement deterioration.

The pavement materials themselves are susceptible to weathering from the same factors which lower subgrade densities. The disintegrated concrete cores can be attributed to deterioration of the concrete. Freezing water in concrete not only creates cracks and spalling, but, without proper precautions such as adequate air entrainment, concrete will lose strength as the aggregate/cement bonds are forced apart from freezing. High strengths of the intact samples which were recovered from three of the six cores indicate that initial strength of the concrete is not a likely cause of the pavement problems, particularly since not all areas of the pavement have deteriorated.

Finally, control joints may be spaced too far apart for proper performance or they may not have been maintained adequately such that they continue to allow for expansion and contraction of the concrete section. Reinforcement of the concrete sections can also prolong pavement life.

In summary, any of the factors or a combination thereof discussed above have created a failed condition of the existing pavement. It is our recommendation based upon our visual observations, test results and our experience that the pavement be reconstructed upon a reconditioned subgrade. If you have any questions concerning the information contained herein, or if we may be of any additional service, please do not hesitate to contact us.

CCH:DBT:alp  
96508NT

*EXCERPT FROM CONCLUSION SECTION  
OF GEOTECH REPORT. ENTIRE REPORT  
ALSO SUBMITTED.*

Condition Rating Form

Road Section: 239.00	State Route: 239	Survey Date: 11/21/94
Name: KRIERVIEW DRIVE		Jurisdiction: Township
From: NORTH GLEN RD - 21.0		Length: 1422.00 ft
To: 3650 KRIERVIEW DR - 21.0		Area: 3950.00 yd <sup>2</sup>
Ride Quality Index(RQI): 2		% Curb Deterioration: 10
Maintenance Index(MI): 2		Maintenance Factor(MF): 1.2
Classification: Collector		Class Factor(FC): 1.1
Average Daily Traffic(ADT): 750		Traffic Factor(TF): 30
Transit/Bus Route: No		Transit Factor(TR): 1.0
Pavement Type: Composite		Unit Cost: \$80.00

<u>Distress Type</u>	<u>Severity</u>	<u>Category</u>	<u>Extent</u>	<u>Deduction</u>
> Swell	2	2	3	30
> Bond Loss	1	1	2	10
> Reflective Cracking	2	2	3	20
> Slippage Cracking	1	2	2	15
> Weathering & Ravelling	2	1	4	15
> Patch Deterioration	1	1	1	0
	0		0	0
	0		0	0
	0		0	0

Cracks:

Rated By: DAS Consult, Inc. - Mike Beaver

Pavement Condition Index(PCI): 10	Strategy: E
Priority Index(PI): 3.96	Cost: \$316000.00

Legend

RQI:	0 = Worst	5 = Best	
MI/MF:	0 = Least Needed	5 = Most Needed	MF = 1+(MI/10)
Severity:	0 = None	1 = Low	2 = Moderate 3 = High
Category:	1 = Surface Related	2 = Structural Related	
Extent:	0 = None	1 = 1-5%	2 = 6-25% 3 = 26-50% 4 = 51-100%
Strategy/	A1= No Maintenance/\$0.00	A = Routine Maintenance/\$0.30	
Unit Cost:	B = Periodic Maintenance/\$0.50	C = Deferred Action/\$0.10	
	D = Rehabilitation/\$19.50	E = Reconstruction/\$80.00	

PCI = 100 - Sum(deduct values) PCI = 1 if zero

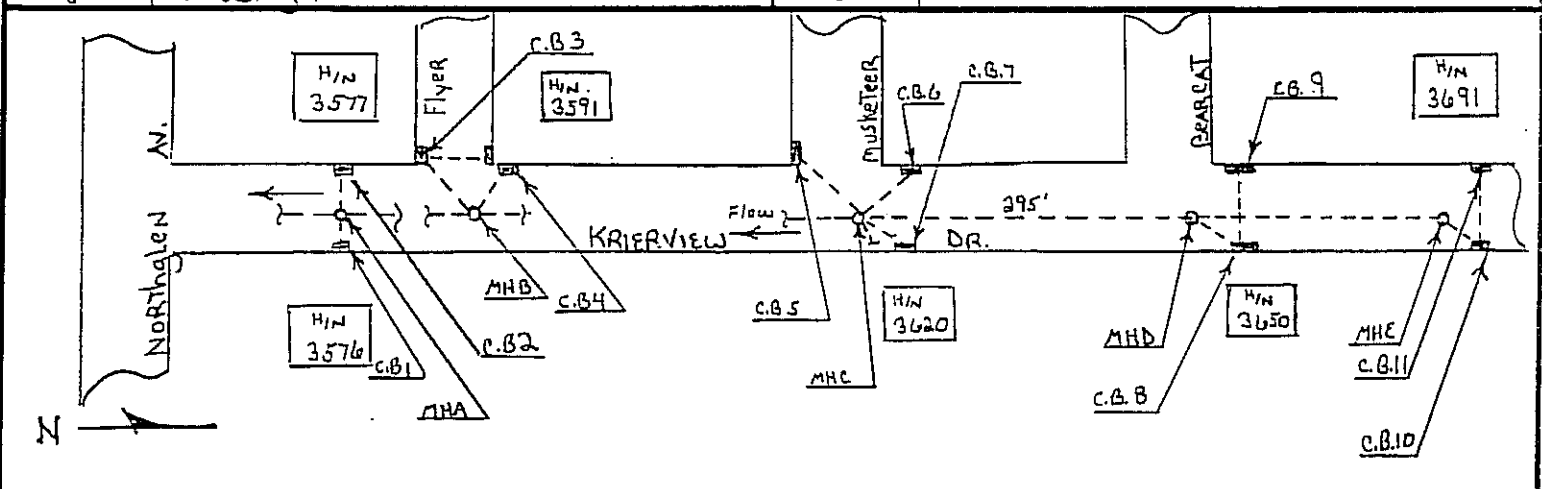
PI = 1/PCI \* TR \* TF \* FC \* MF

Cost = Unit Cost \* Area



Date: 4-26-96	Investigator: D.A.	Video Tape #:
Area:	Sub-Area: GRN. Twp.	Video Footage: 00000 - 02651
Complaint Address & Date: KRIERVIEW DR.	Weather: 60°	
Upstream MH Address: " " "	Type of Pipe: Cor.	
Downstream MH Address: " " "	Pipe Size: 12"	
Line Location: ST. LANE	Topo#:	Pipe Length: 3'
Surface Cover: ASPHALT	TVd Distance:	
PHYSICAL MEASUREMENTS:	MANHOLE	USMH: MHD 6.8
Section Ground Distance:	DEPTHS	DSMH: MHB 12.2
Condition Being Investigated:		

Footage	Remarks	Footage	Remarks
	MHA us to C.B.1	28.8	offset jt. w/ hole 8°C
0.0	MHA	57'	C.B. 5
6'	C.B. 1		MHC us to C.B. 6
	MHA us to C.B.2	0.0	MHC
0.0	MHA	6'	Piece of ASPHALT <sup>removed</sup> & GRIT.
18'	C.B. 2	19'	Chip jt.
	MHB us to C.B. 3	27'	C.B. 6
0.0	MHB		MHC us to C.B. 7
30'	steel Rod 12°C 2"	0.0	MHC
50'	C.B. 3	10'	offset open jt.
	MHB us to C.B. 4	14'	" " " "
0.0	MHB	18'-22'	HARD BUILDUP 4-8°C
6'	MINERAL Dep. At jt. POSSIBLE Hole 12°C	22'	C.B. 7
27'	C.B. 4		MHC us to UNKNOWN MHD
	MHC us to C.B. 5	0.0	MHC
0.0	MHC	18'	offset jt.
8'	offset jt.	30'	" "



Date: 4-26-96	Investigator: JAD	Video Tape #:
Area:	Sub-Area: GRN. Twp.	Video Footage: 00000 - 02651
Complaint Address & Date: KRIERVIEW DR.	Weather: 60°	
Upstream MH Address: " " "	Type of Pipe: CONC.	
Downstream MH Address: " " "	Pipe Size: 12"	
Line Location: ST. LANE	Topo#:	Pipe Length: 3'
Surface Cover: ASPHALT		TVd Distance:
PHYSICAL MEASUREMENTS:		MANHOLE USMH:
Section Ground Distance:		DEPTHS DSMH:
Condition Being Investigated:		

Footage	Remarks	Footage	Remarks
34'	offset jh		
92'	" " "		
96'	offset jh w/ exfiltration		
96'-100'	CRACK 12" @ 60° C		
295'	MH D		
	MH D us to C.B. 8		
0.0	MH D		
14'	open jh. w/ it gasket coming out of it.		
26.3	open jh		
30.4	C.B. 8		
	C.B. 9 DS to C.B. 8		
0.0	C.B. 9		
11.0-25'	Med. Disri		
22.6	CRACKS - hole 12" C		
25'	C.B. 8		
	MHE us to C.B. 10		
0.0	MHE		
26'	C.B. 10		
	C.B. 11 DS to C.B. 10		
0.0	C.B. 11		
25'	C.B. 10 - Light Disri thru section		

# SPEED MESSAGE

TO

FROM

Fred Schlamm

M. Donovan

SUBJECT

Sign & Curb

DATE 3-13-95

Don Kling, 3641 Krierview, 574-2878 would like the curb at the driveway repaired. It is on the Bearcat side. Also, the ~~Street~~ sign post at Krierview & Bearcat is bent over the sidewalk.

Done

*Alfonso*

4-11-95

SIGNED

*Fred B. Schlamm*

4-13-95

Wilson Jones

WHITE - ORIGINAL

CANARY - DUPLICATE

44-900 • Duplicate

Carbonless Snap-A-Way Forms 11591 AC10 USA Inc. Made in USA

## REDI-LETTER:

TO: Fred Schlimm FROM: M. Donovan

SUBJECT: Sunken Areas

DATE: 8-29-94

## MESSAGE:

Dennis Meyer, 3664 Krierview, 574-2402 reported there are a few sunken areas between 3664 and 3670. Apparently these slabs had been replaced a few years ago.

*Called and informed of need  
to keep this condition for S.C.I.P.  
rating. Will repair after that.  
Installed BUMP sign in the  
entrance.*

SIGNED: *Fred B. Schlimm* 8-31-94

REDIFORM

4S458/4P468 POLYPAK (50 SETS)

☐ NO REPLY NECESSARY☐ REPLY REQUESTED - USE REVERSE SIDE

CARBONLESS SPEEDSET

TO: Fred Schlimm FROM: M. Donovan

SUBJECT:

Curb/Pothole

DATE: 5-22-96

MESSAGE:

Arlene Meyer, 3664 Krierview, 574-2402 that her curb is pulling away and there also are big chunks of concrete coming up they have to drive over which could damage their tires as they pull into the driveway. They would like these removed. Also, there is a bad pothole in the vicinity of 3620 Krierview.

Pothole 5-22-96

Curb 5-22-96

Schlimm

SIGNED:

Fred Schlimm 5-22-96

REDIFORM

AS468/4P468 POLYPAK (50 SETS)

☐ NO REPLY NECESSARY

☐ REPLY REQUESTED - USE REVERSE SIDE

CARBONLESS SPEEDISSET

TO: Fred Schlamm FROM: M. Donovan

SUBJECT: Manhole-Krierview

DATE: 4-11-96

MESSAGE:

Richard Smith, 6016 Bearcat, Mobile #658-9704 reported that  
on Krierview about 100' from Bridgetown Rd. it is deteriorated  
around the manhole and the lid is loose. He is afraid  
something bad could happen because of this situation.

*undermine by mobile  
water deteriorating under manhole casting B.M. 4-12-96  
Mike Brown took care of it.*

SIGNED: *B. H. King* 4-18-96

REDIFORM

4S468/4P468 POLYPAK (50 SETS)

☐ NO REPLY NECESSARY

☐ REPLY REQUESTED - USE REVERSE SIDE

CARBONLESS SPEEDISET

REDI-LETTER®

TO: Fred Schlimm FROM: M. Donovan

SUBJECT: Sinking Area

DATE: 9-17-96

MESSAGE: Terry Schorsch, Musketeer Dr. (would not give address), 574-9022

said that a couple years ago we did some sewer work at Stop sign  
at North Glen & Krierview. This area has sunk since then and we  
patched it. It is sinking again and he feels there may be a need  
to dig up and see what is wrong or patch it in some manner as the  
ground is noticeably sinking there.

SIGNED:

REDIFORM

4S468/4P468 POLYPAK (50 SETS)

☐ NO REPLY NECESSARY

☐ REPLY REQUESTED - USE REVERSE SIDE

CARBONLESS SPEEDISET

REDI-LETTER®

TO: Fred Schlamm FROM: M. DonovanSUBJECT: Road SlippingDATE: 9-6-96

MESSAGE:

Bob Dennedy, corner of North Glen and Krierview, 574-3125 -The road is slipping at that intersection.

SIGNED:

REDIFORM,

4S468/4P468 POLYPAK (50 SETS)

☐ NO REPLY NECESSARY☐ REPLY REQUESTED - USE REVERSE SIDE

CARBONLESS SPEEDISET



**SCIP/LTIP PROGRAM**  
**ROUND 11 - PROGRAM YEAR 1997**  
**PROJECT SELECTION CRITERIA**  
**JULY 1, 1997 TO JUNE 30, 1998**

ADOPTED BY THE INTEGRATING COMMITTEE  
May 24, 1996

JURISDICTION/AGENCY: GREEN TOWNSHIP

NAME OF PROJECT: KRIKVIEW SUBDIVISION IMPROVEMENTS

PRELIMINARY SCORE FOR THIS PROJECT: 56

FINAL SCORE FOR THIS PROJECT: \_\_\_\_\_

RATING TEAM: 3

- 1) If SCIP/LTIP funds are granted, when would the construction contract be awarded? POINTS 10
- 10
- 10 Points - Will be under contract by end of 1997 and no delinquent projects in Rounds 8 & 9.
- 5 Points - Will be under contract by March 30, 1998 and/or jurisdiction has had one delinquent project in Rounds 8 & 9.
- 0 Points - Will not be under contract by March 30, 1998 and/or jurisdiction has had more than one delinquent project in Rounds 8 & 9.
- 2) What is the physical condition of the existing infrastructure to be replaced or repaired? 15/20
- 23
- 25 Points - Failed
- 23 Points - Critical
- 20 Points - Very Poor
- 17 Points - Poor
- 15 Points - Moderately Poor
- 10 Points - Moderately Fair
- 5 Points - Fair Condition
- 0 Points - Good or Better
- 20 Points -  
Not Considered  
Full 24 hr  
Rep/Repl*

NOTE: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

3) If the project is built, what will be its effect on the facility's serviceability? Documentation is required. 1/3-

- 5 Points - Project design is for future demand.
  - 4 Points - Project design is for partial future demand.
  - 3 Points - Project design is for current demand.
  - 2 Points - Project design is for minimal increase in capacity.
  - 1 Point - Project design is for no increase in capacity.
- 1

4) How important is the project to HEALTH, SAFETY, AND WELFARE of the public and the citizens of the District and/or service area? 4/10

- 10 Points - Highly significant importance, with substantial impact on all 3 factors. 6
- 8 Points - Considerably significant importance, with substantial impact on 2 factors, or noticeable impact on all 3 factors.
- 6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors. NOTED on 5/10/12
- 4 Points - Minimal importance, with noticeable impact on 1 factor
- 2 Points - No measurable impact

5) What is the overall economic health of the jurisdiction? 6/10

- 10 Points
  - 8 Points
  - 6 Points
  - 4 Points
  - 2 Points
- 6

6) What matching funds are being committed to the project, expressed as a percentage of the TOTAL CONSTRUCTION COST? Loan and Credit Enhancement projects automatically receive 5 points, and no match is required. All grant funded projects require a minimum of 10% matching funds. 5/3

- 5 Points - 50% or more
  - 4 Points - 40% to 49.99%
  - 3 Points - 30% to 39.99%
  - 2 Points - 20% to 29.99%
  - 1 Point - 10% to 19.99%
- 3

- 7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? *POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.* 0/5-

5 Points - Complete ban  
3 Points - Partial ban  
0 Points - No ban of any kind

0

- 8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided. 1/5-

5 Points - 16,000 or more  
4 Points - 12,000 to 15,999  
3 Points - 8,000 to 11,999  
2 Points - 4,000 to 7,999  
1 Point - 3,999 and under

1

- 9) Does the infrastructure have regional impact? Consider originations and destinations of traffic, functional classifications, size of service area, number of jurisdictions served, etc. 1/5-

5 Points - Major impact  
4 Points -  
3 Points - Moderate impact  
2 Points -  
1 Point - Minimal or no impact

1

- 10) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure and provided certification of which fees have been enacted? 2/2

5 Points - Two of the above  
3 Points - One of the above  
0 Points - None of the above

5

# ADDENDUM TO THE RATING SYSTEM

## DEFINITIONS/CLARIFICATIONS

### Criterion 1 - ABILITY TO PROCEED

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently cancelling the same after the bid date on the application may be considered as having a delinquent project.

### Criterion 2 - CONDITION

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health, safety and welfare issues. Condition is rated only on the existing facility being repaired or abandoned. If the existing facility is not being abandoned or repaired, but a new facility is being built, it shall be considered as an expansion project. (Documentation may include ODOT BR-86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included with the original application.)

#### Definitions:

FAILED CONDITION - Requires complete reconstruction where no part of the existing facility is salvageable. (e.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non-functioning and replacement parts are unavailable.)

CRITICAL CONDITION - Requires moderate or partial reconstruction to maintain integrity. (e.g. Roads: reconstruction of roadway, curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

VERY POOR CONDITION - Requires extensive rehabilitation to maintain integrity. (e.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

POOR CONDITION - Requires standard rehabilitation to maintain integrity. (e.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

MODERATELY POOR CONDITION - Requires minor rehabilitation to maintain integrity. (e.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

MODERATELY FAIR CONDITION - Requires extensive maintenance to maintain integrity. (e.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

FAIR CONDITION - Requires routine maintenance to maintain integrity. (e.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

GOOD OR BETTER CONDITION - Little or no maintenance required to maintain integrity.

#### Criterion 4 - *HEALTH, SAFETY & WELFARE*

##### *Definitions:*

SAFETY - The design of the project will prevent accidents, promote safer conditions, and eliminate or reduce the danger of risk, liability, or injury.

*EXAMPLES:* Widening existing roadway lanes to standard lane widths; Adding lanes to a roadway or bridge to increase capacity or alleviate congestion; replacing old or non-functioning hydrants; increasing capacity to a water system, etc.

HEALTH - The design of the project will improve the overall condition of the facility so as to reduce or eliminate disease; or correct concerns regarding the environmental health of the area.

*EXAMPLES:* Improving or adding storm drainage or sanitary facilities; replacing lead joints in water lines;

WELFARE - The design of the project will promote economic well-being and prosperity.

*EXAMPLES:* Project has the potential to improve business expansions or opportunities in the area; project will improve the quality of life in the area;

PLEASE NOTE: The examples listed above are NOT a complete list, but only a small sampling of situations that may be relevant to any given project. Each project is looked at on an individual basis to determine if any aspects of this rating category apply.

#### Criterion 9 - *REGIONAL IMPACT*

##### *Definitions:*

MAJOR IMPACT - Roads: major multi-jurisdictional route, primary feed to an interstate, Federal Aid Primary routes; Underground: primary water or sewer main serving and entire system; Hydrants: multi-jurisdictional.

MODERATE IMPACT - Roads: principal thoroughfares, Federal Aid Urban routes; Underground: primary water or sewer main serving only part of a system; Hydrants: all hydrants in a local system serving only one jurisdiction.

MINIMAL/NO IMPACT - Roads: cul-de-sacs, subdivision streets; Underground: individual water or sewer main not part of a large system; Hydrants: only some hydrants in a local system serving only one jurisdiction.